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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

APPLICANT: DENNIS RICHARD HAYWARD, ET AL.)
SERIAL NO.: 09/595,201) Group Art Unit:
FILED: June 16, 2000) Examiner:
FOR: BRAKE ASSEMBLY)

CLAIM FOR PRIORITY

The Assistant Commissioner for
Patents and Trademarks
Washington, D.C. 20231

Dear Sir:

Enclosed herewith are certified copies of the Great Britain Patent Application No. 9914003.0 filed on June 17, 1999 and the Great Britain Patent Application No. 9926717.1 filed on November 12, 1999. The enclosed Applications are directed to the invention disclosed and claimed in the above-identified application.

Applicants' hereby claim the benefit of the filing date of June 17, 1999 of the Great Britain Patent Application No. 9914003.0 and the filing date of November 12, 1999 of the Great Britain Patent Application No. 9926717.1, under provisions of 35 U.S.C. 119 and the International Convention for the protection of Industrial Property.

Respectfully submitted,

DENNIS RICHARD HAYWARD, ET AL.

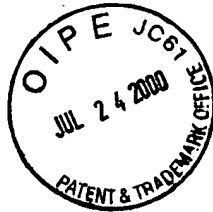
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In accordance with the rules, the words "public limited company" may be replaced by p.l.c., plc, P.L.C. or PLC.

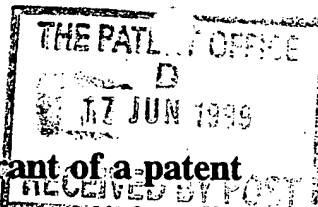
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Dated

16 June 2000

Patent Act 1977
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THE
Patent
Office

1/77

Request for grant of a patent

(See the notes on the back of this form. You can also get an explanatory leaflet from the Patent Office to help you fill in this form)

17JUN99 E455118-1 D00355 The Patent Office
P01/7700 0.00 - 9914003.0

17 JUN 1999

Cardiff Road
Newport
Gwent NP9 1RH

1. Your reference **R037348PGB**
2. Patent application number
(The Patent Office will fill in this part) **9914003.0**
3. Full name, address, and postcode of the or of each applicant (underline all surnames) **LUCAS INDUSTRIES public limited company
46 Park Street, London, W1Y 4DJ, ENGLAND**

Patents ADP number (if you know it)

576694003 MB

If the applicant is a corporate body, give the country/state of its incorporation

A British Company

4. Title of the invention **"Brake Assembly"**

5. Name of your agent (if you have one)

Marks & Clerk

"Address for Service" in the United Kingdom to which all correspondence should be sent (including the postcode)

**Alpha Tower
Suffolk Street Queensway
Birmingham B1 1TT**

Patents ADP number (if you know it)

18002

6. If you are declaring priority from one or more earlier patent applications, give the country and the date of filing of the or of each of these earlier applications and (if you know it) the or each application number.
- | Country | Priority application number (if you know it) | Date of filing (day / month / year) |
|---------|--|-------------------------------------|
| | | |
7. If this application is divided or otherwise derived from an earlier UK application give the number and filing date of the earlier application
- | Number of earlier application | Date of filing (day / month / year) |
|-------------------------------|-------------------------------------|
| | |
8. Is a statement of inventorship and of right to grant of a patent required in support of this request? (Answer 'Yes' if:
- a) any applicant named in part 3 is not an inventor, or
- b) there is an inventor who is not named as applicant, or
- c) any named applicant is a corporate body.
- See note (d))
- Yes**

Patents Form 1/77

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9. Enter the number of sheets for any of the following items you are filing with this form. Do not count copies of the same document.

Continuation sheets of this form

Description 10

Claim(s)

Abstract

Drawing(s) 2 & 2h

10. If you are also filing any of the following, state how many against each item.

Priority documents

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Statement of inventorship and right to grant of a patent (Patents Form 7/77)

Request for preliminary examination and search (Patents Form 9/77)

Request for substantive examination (Patents Form 10/77)

Any other documents (please specify)

11.

I/We request the grant of a patent on the basis of this application.

Signature

Date

16 JUNE 1997

12. Name and daytime telephone number of person to contact in the United Kingdom

Richard Alan BAILEY (0121 643 5881)

Warning

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BRAKE ASSEMBLY

This invention relates to a brake assembly. The invention is particularly suitable for use with an electric motor to slow or stop the motor or to hold the motor in a selected position, and is suitable for use in aerospace applications.

Electric motors are used in a range of aerospace applications, for example to drive hatches or doors between their open and closed positions or to drive flaps or the like. In some applications, where rapid movement is to be achieved, the motor must be able to rotate at very high speeds. It is important, in such applications, to provide a brake assembly to permit rapid deceleration of the motor to avoid damage to the aircraft when the hatch, door, flap or other component approaches the end of its range of movement, or to stop the component in a desired location. Additionally, the brake assembly may be required to operate as a primary or secondary holding means to prevent movement of, for example, the hatch or door away from a predetermined position.

In a typical brake assembly, for example as described in US 4921078, a plurality of brake discs are provided, alternate ones of the brake discs being rotatable with the output of the motor, the remaining discs being non-rotatable. An electromagnetic actuator is provided to control the compressive load applied to the discs, thereby controlling the magnitude of a braking force applied to the motor. The discs are typically formed from steel, phosphor bronze or a combination of both and typically have a friction coefficient falling within the range 0.1 to 0.2. Brake assemblies of this type operate whilst immersed in oil to avoid excessive wear or for cooling purposes.

For a number of applications, such a brake assembly provides an adequate braking force. However, in aerospace applications, where component weight and size are of great importance, the number and size of traditional brake discs required may result in an undesirably large and heavy assembly. Also, in some high load applications, for example, it is desirable to be able to apply a greater braking force, for example to stop a motor operating at speeds of the order of 15,000 rpm within a fraction of a second. It is further desirable to provide a brake assembly which is readily serviceable and which requires little setting or adjustment upon assembly, and which may be operated satisfactorily without being immersed in oil.

According to an aspect of the invention there is provided a brake assembly for a motor, the brake assembly comprising a stack of brake elements, at least one of which is rotatable with an output shaft of the motor, in use, and at least one of which is non-rotatable relative to a housing, and actuator means controlling the magnitude of a compressive load applied to the brake elements, wherein the brake elements are provided, at least in part, with a surface coating which raises the coefficient of friction of the brake elements to a value greater than 0.2.

The surface coating conveniently raises the coefficient of friction to a value of at least 0.5, the coefficient of friction conveniently falling within the range 0.5 to 0.6.

The provision of such a surface coating dramatically improves the brake efficiency of the assembly, permitting the use of a smaller number of brake elements than in the conventional arrangements, resulting in a significant weight reduction. Further, the means controlling the magnitude of the

compressive load can be of reduced weight as the magnitude of the compressive load applied to the brake elements can be reduced.

The surface coating is preferably tungsten carbide which may be applied using a detonation gun deposition technique and conveniently forms a layer of thickness falling within the range 0.025" to 0.050" (0.64 mm to 1.27 mm).

The actuator means may comprise an electromagnetic actuator arranged to act against a spring. In such an arrangement, it may be desirable to form the brake elements from a non-magnetic material.

In the arrangement of US 4921078, the electromagnetic actuator is located such that the brake discs are located between the armature of the actuator and the motor with which the brake assembly is associated. As a result, during servicing the actuator must be removed to gain access to the brake discs. The servicing operation is therefore complex and wasteful as, once removed, the whole assembly, including the actuator may be replaced, unnecessarily, with a new assembly.

According to another aspect of the invention there is provided a brake assembly for a motor, the brake assembly comprising a plurality of brake elements and an electromagnetic actuator arranged to permit control of a compressive load applied to the brake elements, wherein the actuator includes a winding located such that the brake elements are accessible without requiring removal of the winding from the motor.

The winding is conveniently located between the brake elements and the motor.

Preferably, the brake elements form part of a module which can be removed from the motor and the remainder of the brake assembly as a unit. The module may further include an armature forming part of the actuator.

By manufacturing the module relatively accurately, the brake elements can be replaced by replacing the module with a new module, no significant setting or adjustment being required before the brake assembly is suitable for use.

The invention will further be described, by way of example, with reference to the accompanying drawings, in which:-

Figure 1 is a sectional view illustrating a motor and a brake assembly in accordance with an embodiment of the invention; and

Figure 2 is an enlargement of part of Figure 1.

Figure 1 illustrates a motor which comprises a housing 10 within which a stator 11 is mounted. A rotor 12 is rotatable under the influence of a magnetic field generated, in use, by the stator. The rotor 12 includes an output shaft 13 which projects from an end of the housing 10 which, in use, is coupled through a suitable gearing arrangement to an input of a device to be operated by the motor. The device may, for example, take the form of a rotary actuator which is used to drive a hatch or door of an aircraft between a closed position and an open position. As described hereinbefore, there may be a requirement for the door to move between its fully closed position and its fully open position within a short period of time, and hence the motor must be capable of operating at a high speed. For example, the motor may be intended to operate at a speed of the order of 15,000 rpm through a high

ratio_gearbox. The motor may typically have an output power in excess of 25 kW. It will be appreciated, however, that the invention is suitable for use with other types of electric motor, and those having much lower output power whilst still giving improvements in weight, size and serviceability.

Where the door or hatch is to be moved between its fully closed and fully open positions at a high speed, it will be appreciated that when the door approaches one of its extreme positions, in order to avoid damage to the aircraft to which the door or hatch is mounted, it is desirable to brake the movement of the door or hatch, and this is conveniently achieved by using a brake assembly associated with the motor to slow or stop the rotation of the motor. This is achieved, in the arrangement illustrated in the accompanying drawings, using a brake assembly 14 which comprises a stack of brake elements in the form of brake discs 15. As illustrated most clearly in Figure 2, alternate ones of the brake discs 15 are keyed to a shaft 16 which is rotatable with the rotor 12 of the motor through a spline arrangement 17. The remaining brake discs 15 are keyed through a spline arrangement 18 to part of a cap 19 which is non-rotatably mounted upon the housing 10 of the motor using any suitable technique, for example using bolts. The nature of the spline arrangement 17 is such that the discs 15 which are keyed to the shaft 16 are rotatable with the shaft 16 and are free to move axially relative to the shaft 16 by a predetermined, limited distance. Similarly, the spline arrangement 18 is arranged such that the discs 15 which are keyed to the cap 19 are capable of sliding, axially, through a limited distance relative to the cap 19, relative rotation between those discs 15 and the cap 19 being prevented. The distance through which the discs 15 can move away from the motor is limited by means of an anvil 19a forming part of or carried by the cap 19.

Within the housing 10, an electromagnetic actuator 20 forming part of the brake assembly 14 is mounted. The actuator 20 comprises an energization coil or winding 21 which is arranged such that energization thereof attracts an armature 22 towards the winding 21 against the action of a biasing spring 23.

As illustrated, the actuator 20 includes a support member 24 which carries the winding 21 and which serves as an abutment for the spring 23. The support member 24 further carries a bearing which guides the shaft 16 for rotary movement within the housing 10. The support member 24 is secured to the housing 10 by means of bolts 25. It will be appreciated, however, that any suitable technique may be used to secure the support member 24 to the housing 10.

The brake discs 15 are conveniently constructed from a non-magnetic alloy, for example beryllium copper, to which a surface coating has been applied to increase the coefficient of friction of the brake discs 15. For example, the coating may comprise a tungsten carbide material coating which has been applied to form a layer of thickness falling within the range 0.64 to 1.27 mm, for example using a detonation gun deposition technique. A suitable material for the coating is a tungsten carbide material sold by Union Carbide under the name UCAR WL 1N40. The application of such a surface coating raises the coefficient of friction of the brake discs to a value falling within the range 0.5 to 0.6. As a result, braking efficiency is improved, and consequently, the number of brake discs which must be provided in order to achieve a desired braking effect can be reduced, resulting in a reduction in the weight and size of the brake assembly, compared to the conventional arrangements. Further, the surface coating has particularly advantageous wear resistance which enables the brake assembly to be operated without being immersed in oil.

In use, with the winding 21 de-energized, the spring 23 biases the armature 22 to apply a compressive load to the brake discs 15, the brake discs 15 being compressed between the armature 22 and the anvil 19a. The compressive load applied to the brake discs 15 by the spring 23 applies a braking force to the shaft 16, countering rotation thereof, and hence to the rotor 12 of the motor. Energization of the winding 21 attracts the armature 22 towards the winding 21 countering the effect of the spring 23. As a result, the magnitude of the compressive load applied to the brake discs 15 is reduced, thus reducing the magnitude of the braking force applied to the shaft 16 and rotor 12.

In use, where the motor is being used to drive, for example, a hatch or door between its closed and open positions, the winding 21 is energized prior to operation of the motor. The energization of the winding 21 reduces the magnitude of the compressive load applied to the brake discs 15, thus reducing the magnitude of a braking load applied to the motor. Operation of the motor then takes place as usual. When it is determined that the door or hatch is approaching its limit of permitted movement, the winding 21 is de-energized, the action of the spring 23 applying a relatively large magnitude compressive force to the brake discs 15, increasing the magnitude of the braking force applied to the shaft 16 and motor. It is thought that the brake arrangement illustrated in the accompanying drawings will be able to stop a motor which is operating at a speed of the order of 15,000 rpm within a fraction of a second.

The use of a tungsten carbide coating not only increases the friction coefficient of the brake discs 15, but also is able to withstand high temperatures, in the region of 1,000°C, temperatures of this order being

generated upon repeated use of the brake assembly. Further, as described hereinbefore, the number of brake elements 15 can be reduced compared to a typical arrangement. The increased braking efficiency further permits an actuator 20 of reduced dimensions and weight to be used in conjunction with a spring 23 of reduced rate to achieve the necessary braking effect as the magnitude of the compressive load necessary to achieve the desired braking effect is reduced. As a result, the size and weight of the brake assembly can be substantially reduced compared to conventional designs having similar performance.

As a result of the increased coefficient of friction of the brake discs 15, it is particularly desirable to avoid any significant contact between the surfaces of the discs 15 at points in the operation of the motor in which the brake is not being applied as such contact would impede operation of the motor and generate additional heat. This may be achieved, in use, by providing springs between the brake discs 15 such that upon energization of the winding 21, the springs provided between the discs 15 urge the discs 15 apart from one another, thus ensuring that contact between the discs 15 does not occur when the winding 21 is energized. It is thought, however, that in some applications, the discs 15 will separate from one another due to the vibrations caused by the operation of the motor, and hence the provision of such springs may not be necessary.

One potential problem that exists in brake arrangements is, where the armature 22 does not fully contain the magnetic flux generated by the winding 21, in use, the stray flux may cause the brake discs 15 to be attracted towards the winding 21, where the brake discs 15 are formed from a magnetic material. As a result, the discs 15 may move into engagement with

one another, applying a braking force to the motor and generating heat. These effects are undesirable and should be avoided if possible. In the construction described hereinbefore, the brake discs 15 are constructed from a non-magnetic alloy, thus the discs will not be attracted towards one another by the energization of the winding 21. However, where it is possible to fully contain the magnetic flux generated by the winding 21, in use, or where contact between the brake discs 15 can be tolerated or avoided using an alternative technique, then a stainless steel alloy or other magnetic material could be used for the brake discs 15. The use of a stainless steel alloy is preferred for reasons of cost and durability.

A further advantage of the arrangement illustrated in the accompanying drawings is that, where the brake assembly requires servicing, then the cap 19 may be removed from the housing 10. The brake assembly is designed such that removal of the cap 19 from the housing 10 results in the armature 22 and all of the brake discs 15 being removed from the remainder of the brake assembly 14, the removal of the cap causing the brake discs 15 which, in use, are keyed through the spline arrangement 17 to the shaft 16 to become disengaged therefrom. As illustrated, a retainer member 26 is carried by the cap 19, the retainer member 26 preventing accidental disengagement of the brake discs 15 from the cap 19. The cap 19, brake discs 15 and armature 22 can therefore be removed from the motor and the remainder of the brake assembly as a single unit or module. During normal servicing, it is unlikely that the winding 21 will require replacement or maintenance, thus the support member 24 can be left in position.

Once the module including the cap 19 and the brake discs 15 have been removed from the housing 10, the spring 23 can be removed and replaced, if

desired, and a replacement module secured to the housing 10. The module can be constructed to reasonably tight tolerances such that once a replacement module is secured to the housing 10 after appropriate replacement of the spring 23, no setting or adjustment of the brake assembly needs to take place before the brake assembly can be operated, the only setting which is necessary being to align the rotating brake discs 15 prior to positioning the module so that the relevant discs 15 may be keyed to the shaft 16. As the brake assembly is designed in such a manner that only the module consisting of the cap 19, brake discs 15 and armature 22 needs to be removed from the motor during normal servicing or maintenance, there is no need to replace the winding 21 during each servicing operation. As a result, the servicing operation can be achieved more efficiently, requiring the replacement of fewer parts. Clearly, where the winding 21 does require replacement, then once the module has been removed, removal and replacement of the remainder of the brake assembly can be achieved easily.

Although in the description hereinbefore the brake is applied other than when the winding 21 is energised, it will be appreciated that arrangements are possible in which the application of the brake occurs where the winding is energised. It will further be appreciated that, although the description relates to a brake for a motor for driving a door or hatch, the invention is suitable for use in other applications.

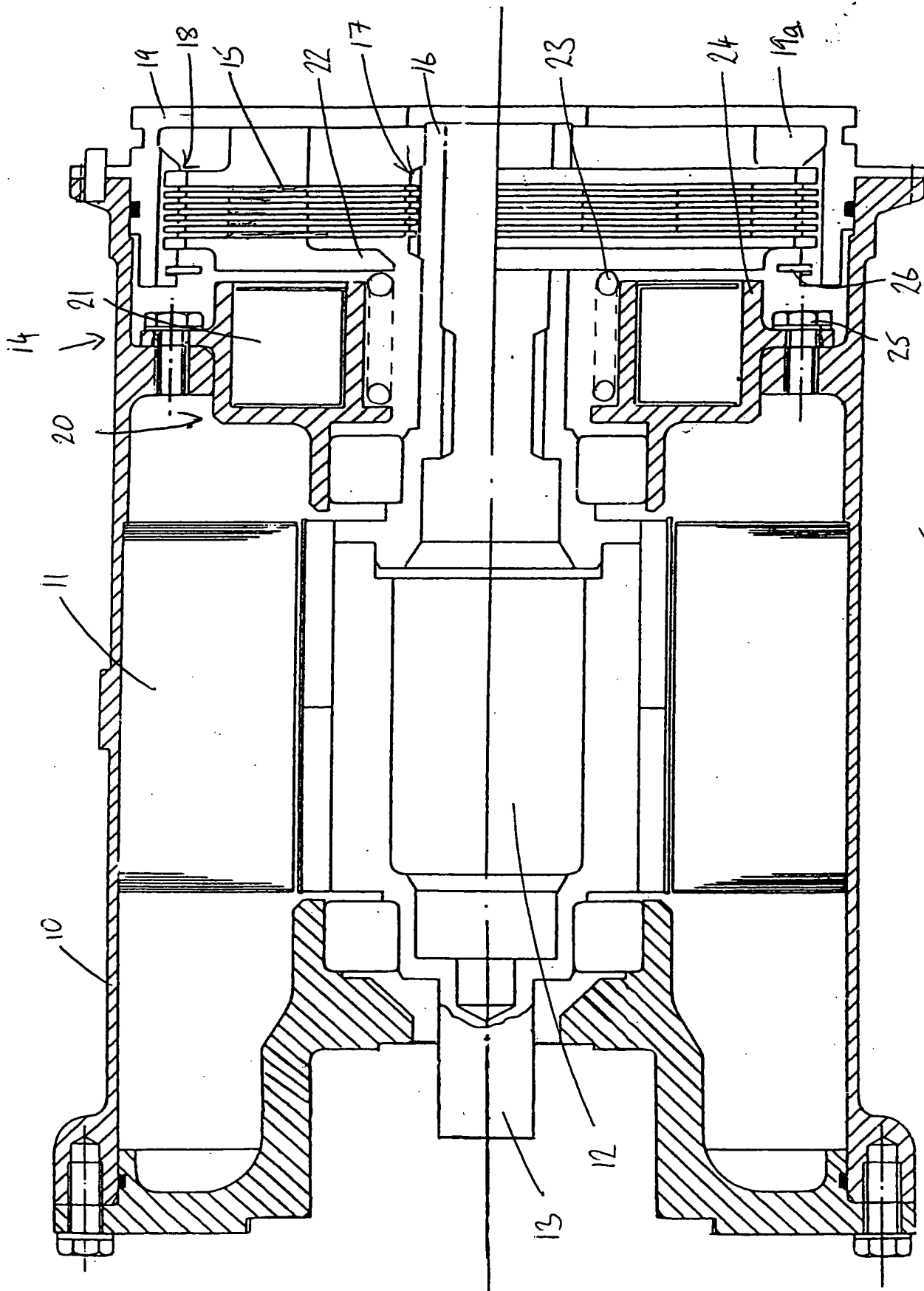


Figure 1

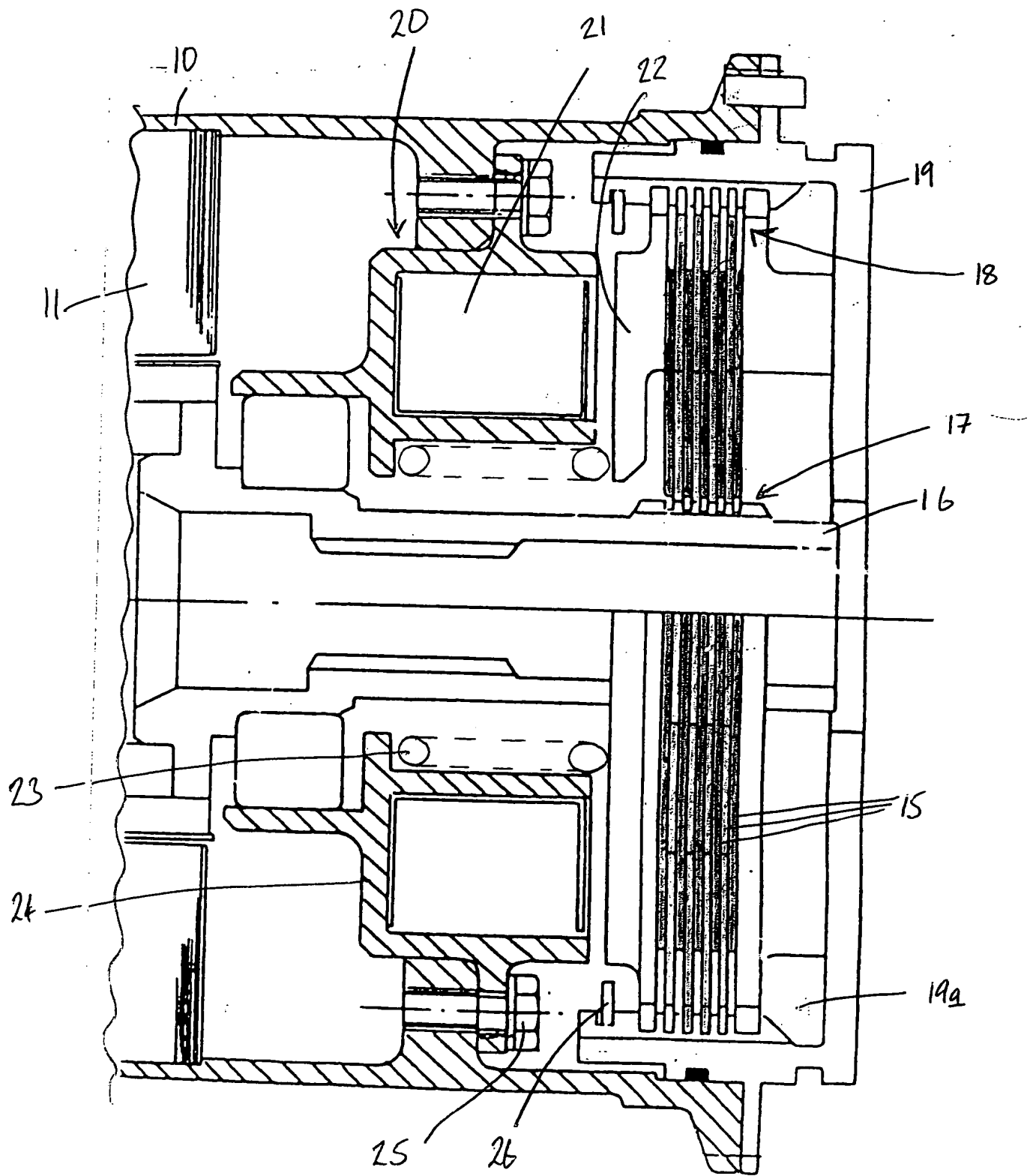


Figure 2